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San Diego  
ASSOCIATION OF GOVERNMENTS 

# 1972-1982 THE FIRST TEN YEARS

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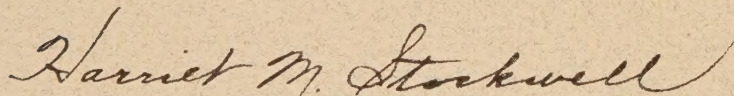
**Dear Residents and Friends of the San Diego Region:**

At the San Diego Association of Governments, the emphasis is on planning for the future while doing the best job possible for the present.

This Association has enjoyed a decade of progress. Progress will also mark SANDAG's future as the Association continues to meet the needs of local governments by providing technical assistance and advice. Plans and ideas that are now only concepts will become realities as the Association, local elected officials, and citizens work together to accomplish common goals.

I take this opportunity to congratulate our region's leaders who had the foresight ten years ago to bind the communities together as the Comprehensive Planning Organization. The Association's achievements and future accomplishments will further testify to their wisdom.

As we look ahead to the next ten years, it seems appropriate to review the results of the regional decisions made during the past decade. I am pleased to present this milestone report chronicling the work of the San Diego Association of Governments.

A handwritten signature in dark ink, reading "Harriet M. Stockwell". The script is elegant and cursive, with a large initial "H" and a long, sweeping underline.

**HARRIET M. STOCKWELL**, Chairwoman  
*San Diego Association of Governments*



# 1972-1982 THE FIRST TEN YEARS

A decade ago, local officials voluntarily united to deal with regional issues popping up as fast as people were moving into the county.

September 1982 marked the tenth anniversary of the San Diego Association of Governments (SANDAG) as an independent joint powers agency originally named the Comprehensive Planning Organization.

## San Diego ASSOCIATION OF GOVERNMENTS



The purpose of SANDAG as stated in its bylaws is to engage in regional cooperative comprehensive planning. Or as one of SANDAG's former chairmen put it, "This Association provides resolution of regional issues in a shorter time and with a more frugal use of taxpayers' dollars than could be accomplished by any agency alone."

During the past ten years, the Association has weathered political storms and controversy to gain consensus on a Regional Comprehensive Plan. This regional plan acts as a guide for officials in their day-to-day decisions. It contains volumes on open space, housing, transportation, water quality, air quality, energy, and population, employment and housing forecasts.

Today, the region's cities rely on the Association to perform a variety of planning tasks primarily in the areas of technical assistance and information services. Many people who hear of SANDAG think it is a unique agency, but it is only one of over 20 similar associations in the state and one of over 600 in the nation.

The following pages present ten years of SANDAG issues, issue-makers and events which have contributed to this region's history and quality of life.



# 1972

## CPO is independent

*The efforts of many organizations and individuals combined to make the San Diego Wild Animal Park and its picturesque Nairobi Village a reality in 1972. That same year, the cooperation fostered among local governments gave impetus to the creation of CPO.*



### YEARLY STATISTICS

COUNTY POPULATION	1,419,800
% Increase	2.26
AVERAGE HOUSEHOLD INCOME	\$14,438
% Increase	4.32
CONSUMER PRICE INDEX	
(% Increase)	3.84
CIVILIAN EMPLOYMENT	
(Thousands)	482.1
% Increase	5.98
HOUSING COST	
(Median Existing Detached)	\$26,300
% Increase	6.5
AVERAGE SDG&E BILL	\$19.57
TRANSIT PASSENGERS	
(Millions)	17.0
AIR PASSENGERS	
(Millions)	3.9
LOCAL ROADWAY SYSTEM	
(Regionwide Miles)	5,170

It was in 1972 that the Comprehensive Planning Organization changed from a division with the County Planning Department to an independent agency.

On September 10th all local governments who wanted to participate as a member of CPO had signed the agency's joint powers agreement as provided for in the state constitution.

On the morning of September 18th, the Policy Committee, the forerunner to the independent CPO Board of Directors, met in the Rondavel Room at the San Diego Zoo. The Policy Committee consisted of 16 local government agencies, who had participated in the discussions leading up to formation of an independent CPO.

After a relatively short session, the Policy Committee adjourned and the first meeting of the CPO Board of Directors was called to order — minus the County of San Diego, the San Diego Unified Port District and the State of California representatives. The 13 local agencies on the original CPO Board were represented by: Carlsbad Councilman Robert Frazee; Chula Vista Councilman James Hobel; Coronado Mayor Rolland McNeely; Del Mar Councilman Richard Rypinski; El Cajon Councilman Richard Brown; Escondido Councilman Kenneth Roberts; Imperial Beach Mayor Leebert Stites; La Mesa Councilman George Bailey; National City Councilman Luther Joe Reid; Oceanside Councilman William Bell; San Diego Mayor Pete Wilson; San Marcos Vice Mayor William Shubin; and Vista Councilwoman Orbee Mihalek.

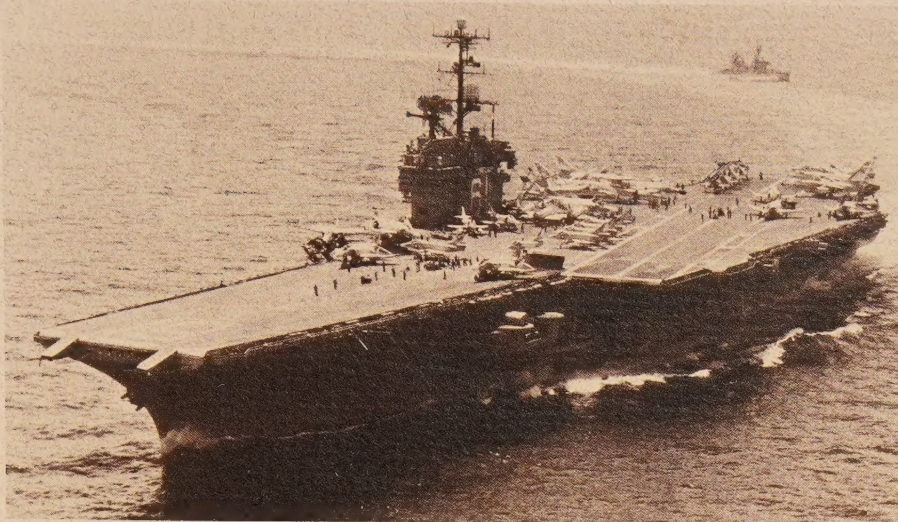
Richard Rypinski and James Hobel were elected as the first Chairman and Vice Chairman of the Board of Directors. Richard Huff was appointed the agency's Executive Director.

During that inaugural year, the Board went on record in opposition to constructing any commercial airport within the U.S. Marine Corps reservation at Camp Pendleton. Directors stated they wanted to keep the military reservation as a buffer from continuous urbanization from the north. This issue would be back before Directors a decade later.

A Regional Goals committee was tasked with establishing a set of goals and objectives which the region should strive to attain through CPO.

Directors established the Regional Development Alternatives Program, which evaluated potential development patterns and various transportation modes within the region. The Alternatives Program eventually led to the adoption of CPO's Regional Development Policies and the first Regional Transportation Plan.





# 1973

## Transit funds split

*As America's involvement in Vietnam began to wane in 1973, many military men and women who deployed overseas from San Diego decided to make their homes here when they returned.*

1973 started in where 1972 left off — right in the middle of things. Directors debated how north and south county bus lines would split state funding allocated under SB 325, which was authored by Senators Jim Mills and Alfred Alquist, and Assemblymen Wadie Deddeh. The agency would eventually develop a Local Transportation Fund formula acceptable to all of the agencies involved.

As part of the SB 325 discussions, the first person to present the case for North County cities before the Board was then Oceanside City Manager Lawrence Bagley, who is now the mayor of Oceanside and a SANDAG Director.

It was during these SB 325 discussions that the CPO Board used its weighted vote system for the first time. The weighted vote would be used again only 18 times in 10 years. And 12 of those weighted votes would be cast in 1975 involving the controversial Lindbergh Field relocation issue.

The airport location issue was one of the major work items, continuing for several years as part of the San Diego Plan for Air Transportation or SANPAT. This comprehensive study would eventually identify alternative locations for siting the region's major commercial airport.

It was in 1973 that an offshore airport facility was ruled out because of the costs involved, and eleven other sites were narrowed to four — Otay Mesa, Miramar Naval Air Station, Carmel Valley northwest of Miramar, and a realignment of Lindbergh.

In the spring of '73, CPO conducted a housing market study to assist cities in identifying areas with the greatest amount of low-income housing needs. Richard Rypinski and James Hobel were re-elected as the agency's Board officers.

The County Supervisors, who had declined participation in CPO initially, stated that it was imperative that they should join the agency. In September, the Supervisors named Richard Brown as the County's first representative on the CPO Board.

Also joining the CPO Board of Directors at this time as an advisory member was the State of California. It was represented by the Department of Transportation district office in San Diego, headed by Jake Dekema. The Directors also asked the Mayor of the City of Tijuana, Marco Antonio Bolanos-Cacho, to join the Board as an honorary member.

The state also broadened CPO's responsibility as the region's Airport Land Use Commission to include not only public and private airfields but areas surrounding military airports in the county. The objective of the commission was and still is to insure compatible land uses surrounding all of the region's airports.

As the year came to a close, CPO developed a distinctive new logo heralding its independent status. The agency held its first General Assembly on December 10th to familiarize the area's local elected officials with the regional planning program. The keynote speaker was Dr. Brage Golding, San Diego State University's president.



### YEARLY STATISTICS

COUNTY POPULATION	1,472,200
% Increase	3.69
AVERAGE HOUSEHOLD INCOME	\$15,006
% Increase	3.93
CONSUMER PRICE INDEX	
(% Increase)	6.51
CIVILIAN EMPLOYMENT	
(Thousands)	513.1
% Increase	6.43
HOUSING COST	
(Median Existing Detached)	\$28,800
% Increase	9.5
AVERAGE SDG&E BILL	\$21.33
TRANSIT PASSENGERS	
(Millions)	24.5
AIR PASSENGERS	
(Millions)	4.3
LOCAL ROADWAY SYSTEM	
(Regionwide Miles)	5,293



# 1974

## Regional plan takes shape

*Long waits for gas at double the prices were the visible result of the 1974 Arab oil embargo.*



### YEARLY STATISTICS

COUNTY POPULATION	1,527,700
% Increase	3.77
AVERAGE HOUSEHOLD INCOME	\$15,953
% Increase	6.31
CONSUMER PRICE INDEX (% Increase)	11.09
CIVILIAN EMPLOYMENT (Thousands)	529.4
% Increase	3.17
HOUSING COST (Median Existing Detached)	\$34,000
% Increase	18.1
AVERAGE SDG&E BILL	\$24.43
TRANSIT PASSENGERS (Millions)	31.4
AIR PASSENGERS (Millions)	4.4
LOCAL ROADWAY SYSTEM (Regionwide Miles)	5,385

1974 got the Board of Directors out of the San Diego Zoo and into the Community Concourse Silver Room for its monthly meetings.

Airport land use plans were being prepared for Gillespie Field and Palomar Airport to insure compatible development for the areas surrounding both facilities.

Directors adopted the initial volumes of the Regional Comprehensive Plan, which included Goals and Objectives, Regional Development Policies, Open Space Plan, and the Initial Coastline Plan. The Initial Coastline Plan laid much of the foundation for the Coastal Commission's work.

There was debate on changing the agency's name to San Diego Council of Governments or SANCOG.

In June, Chula Vista Councilman James Hobel was elected Chairman and Escondido Mayor Lorraine Boyce was elected Vice Chairwoman.

Attention around the agency focused on the SANPAT public hearings. Five hearings were held around the region, generating controversy and debate about four airport alternative locations.

In mid-summer, a regional carpool proposal was brought before the Board and gained the Directors support as a way to save energy, curtail air pollution and reduce traffic congestion in the rapidly growing region.



By fall, the work pace at the agency increased with development of regional plans for transportation, air quality, housing, and population.





# 1975

## Airport relocation debated

*CPO's debate on where to locate the region's future commercial airport was ranked among the top San Diego news stories in 1975.*

1975 was a difficult year for all concerned with regional planning and co-operation. The Board, under tremendous pressure to deal with an issue of great complexity and irrevocable ramifications, would decide to change the location of the region's major commercial airport three times during the course of the year.

Early in February, CPO held a General Assembly to explain the goals, objectives and policies contained in the draft Regional Transportation Plan or RTP. Two of the more important issues were a proposal for a 60-mile, \$1.7 billion fixed guideway transit system which would run throughout the region, and the future location of the commercial airport.

At the February 24th Board meeting, Directors rejected both the Otay Mesa and Miramar airport site alternatives. Instead, on a 51 to 49 weighted vote, they decided to retain Lindbergh Field as the region's future airport site.

Almost unnoticed was the Directors' rejection of a proposal to enlarge the Board to include the San Diego Unified Port District, a representative from the school districts, and a representative of special districts.

On March 17th, the Board voted to adopt the 1975 RTP with a 60-mile fixed transit guideway system included. And on a weighted vote, the Board changed its policy and voted to move the region's airport to Otay Mesa.

State Senator Jim Mills had authored SB 101, which would establish the Metropolitan Transit Development Board, and parallel legislation would create the North County Transit District.

As the year progressed, Interstate 805 was completed, relieving some of the traffic congestion on Interstate 5.

Chula Vista Councilman James Hobel and Escondido Councilwoman Lorraine Boyce were re-elected as the Board's officers.

Fall brought a threat of a different kind for the region — offshore exploratory drilling for gas and oil. The agency would eventually coordinate local government opposition to offshore drilling within the 3 to 26 mile near-shore area west of the region's coast.

And at the October 13th Board meeting, Directors voted for the third time on the region's future commercial airport site, switching their support back to Lindbergh Field.

### YEARLY STATISTICS

COUNTY POPULATION	1,559,500
% Increase	2.08
AVERAGE HOUSEHOLD INCOME	\$17,427
% Increase	9.24
CONSUMER PRICE INDEX (% Increase)	9.24
CIVILIAN EMPLOYMENT (Thousands)	539.1
% Increase	1.84
HOUSING COST (Median Existing Detached)	\$37,000
% Increase	8.8
AVERAGE SDG&E BILL	\$29.91
FULL-SERVICE COST PER GALLON (Regular Unleaded)	\$ .62
TRANSIT PASSENGERS (Millions)	36.1
AIR PASSENGERS (Millions)	4.5
LOCAL ROADWAY SYSTEM (Regionwide Miles)	5,436



# 1976

## Air & water quality plans developed

*Hurricane Kathleen cut the region's highway and rail link to the east in September 1976, dramatically illustrating how this area is geographically isolated.*



1976 started off with Clean Air Month in January. CPO, in conjunction with the City and County of San Diego and CALTRANS, stressed alternative modes of travel such as ridesharing, bicycling and walking.

### YEARLY STATISTICS

COUNTY POPULATION	1,619,900
% Increase	3.87
AVERAGE HOUSEHOLD INCOME	\$19,038
% Increase	9.24
CONSUMER PRICE INDEX (% Increase)	6.16
CIVILIAN EMPLOYMENT (Thousands)	561.1
% Increase	4.08
HOUSING COST (Median Existing Detached)	\$42,300
% Increase	14.3
AVERAGE SDG&E BILL	\$31.28
FULL-SERVICE COST PER GALLON (Regular Unleaded)	\$.68
TRANSIT PASSENGERS (Millions)	39.9
AIR PASSENGERS (Millions)	4.9
LOCAL ROADWAY SYSTEM (Regionwide Miles)	5,520

Directors signed an agreement with both the Metropolitan Transit Development Board and the North County Transit Board to enhance transit planning coordination and cooperation, and improve opportunities to receive federal and state grant monies.

In March the Board adopted the first Transportation Systems Management Element, a long title for an important plan to make it easier for people to travel around the region.

Using its authority as the Areawide Clearinghouse, the Board voiced its opposition to the state proposal for construction of a 2,400 bed, \$80 million medium security prison facility on 320 acres of Otay Mesa land. In their discussion of the proposed facility, Directors agreed that building a large and costly new prison facility was not necessarily an effective means of crime control.

Escondido Councilwoman Lorraine Boyce was elected as Chairwoman of CPO with El Cajon Councilman Howard Pierce serving as Vice Chairman.

Nearly two years of work culminated with the Board's adoption of the Regional Air Quality Strategy or RAQS. The plan was designed to make the area's air healthier to breathe by curtailing various sources of air pollution from both vehicles and industry. The RAQS would also guide the region's officials on actions needed to be taken in meeting national air quality standards established by the federal Environmental Protection Agency under provisions of the Clean Air Act enacted by Congress.

During the year, EPA made a grant available to CPO to help with the development of the Areawide Water Quality Management Plan. The water plan paralleled the air quality plan in that the 208 water plan, as it became known, was designed to correct local water quality problems and protect existing water sources, to assure clean water for the region by 1983.

That summer, CPO unveiled the 1975 Generalized Land Use map, which was a combination of satellite photography, computerized cartography and the talents of many people. The map distinguished among residential, commercial, industrial, public facilities and services, parks and recreation areas, agricultural lands, and undeveloped areas.

By the fall, the 1975 Special Census tally was completed, confirming what the CPO regional forecasts had projected for population, housing and employment.

Work was initiated on developing noise contours for the Naval Air Station at Miramar to assist in determining compatible land uses.

CPO went on record in opposition to Outer Continental Shelf Lease No. 48 which would have leased undersea tracts for exploratory drilling as close as three miles from the coast.

And the San Diego and Arizona Eastern (SD&AE) railroad link between this region and Imperial County was severed by Hurricane Kathleen.





# 1977

## Lemon Grove joins

*The region's quality of life attracted many families to move here during the past ten years. Regional consensus was achieved in 1977 for the first time among all local governments on a total countywide population forecast, and on what portion of the future growth each jurisdiction was likely to attract or accommodate.*

The new year of 1977 began with the initiation of the 10-cent carpool fare for San Diego-Coronado Bridge commuters during morning and evening peak hours. At the same time, ridership on the four daily passenger trains between San Diego and Los Angeles began to soar with nearly 25,000 rail commuters availing themselves of the service each month. CPO had recommended the reduced bridge commuter fare and had called for improved rail service between the two metropolises.

Work began on the development of a Regional Energy Plan to minimize energy consumption in the region while maintaining a strong economic base and preserving the area's diverse lifestyles.

By a healthy 2 to 1 margin, residents of Lemon Grove voted on March 8th to become the region's 14th incorporated city. It was the first time a new city had been formed since 1963, when San Marcos and Vista incorporated.

With the onset of summer, the agency was completing a door-to-door survey of over 1,000 households throughout the region in an effort to assess the travel patterns of residents. The survey information was used by local, regional and state agencies in determining transportation needs and planning for transportation facilities and services.

An inventory of all major public facilities proposed to be built in the period 1977 through 1987 by the various agencies responsible for public construction was published as part of the agency's Regional Capital Improvements Program.

CPO published the Basic Employment Allocation Report, which analyzed employment trends during the past decade, and the Industrial Data Book, summarizing information on the region's current and potential industrial development.

Escondido Councilwoman Lorraine Boyce and El Cajon Councilman Howard Pierce won unanimous re-election to their CPO Board officer posts.

In July, the region's newest city Lemon Grove unanimously voted to join CPO, and the airport land use plan for the Miramar Naval Air Station was adopted.

Directors requested the federal government to designate the region's offshore area as a "marine sanctuary". The sanctuary designation would enhance the protection of Southern California's unique marine environment from potential hazards posed by offshore oil drilling activities.

The Criminal Justice Evaluation Unit was formed. It was the first independent unit in the nation to screen federally funded local criminal justice programs which would aid local officials in making decisions on future program funding.

A first was achieved when Directors gained regional consensus on a total countywide population forecast and agreed on what portion of the future growth each jurisdiction was likely to attract or accommodate.

And another first was achieved with the completion of what would be a continuing series of transit operator audits. CPO was the leader in developing and refining the performance audit methodology used to improve the efficiency and effectiveness of transit operations.

By year's end, Directors had approved work on the development of a Master Environmental Impact Report which would serve as a central reference guide for determining regionwide project effects and shorten the repetitive process of completing an individual environmental report for every project.

### YEARLY STATISTICS

COUNTY POPULATION	1,647,300
% Increase	1.69
AVERAGE HOUSEHOLD INCOME	\$20,613
% Increase	8.28
CONSUMER PRICE INDEX	
(% Increase)	6.62
CIVILIAN EMPLOYMENT	
(Thousands)	602.0
% Increase	7.28
HOUSING COST	
(Median Existing Detached)	\$54,000
% Increase	27.7
AVERAGE SDG&E BILL	\$30.64
FULL-SERVICE COST PER GALLON	
(Regular Unleaded)	\$.71
TRANSIT PASSENGERS	
(Millions)	41.9
AIR PASSENGERS	
(Millions)	5.4
LOCAL ROADWAY SYSTEM	
(Regionwide Miles)	5,670

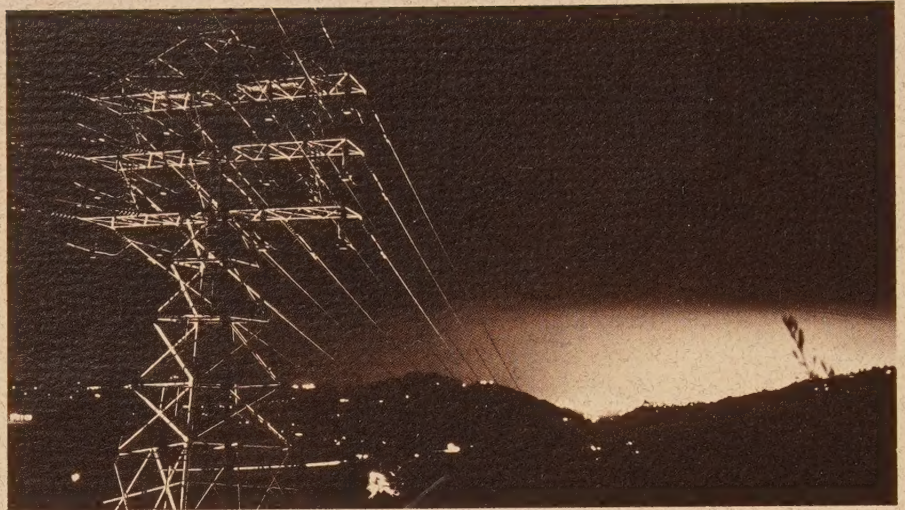


# 1978

## A legislative challenge

*Conservation and alternative energy sources such as solar power were the key strategies contained in the 1978 Regional Energy Plan.*

*The plan's goal was to minimize energy consumption while maintaining a viable local economy.*



### YEARLY STATISTICS

COUNTY POPULATION	1,713,200
% Increase	4.0
AVERAGE HOUSEHOLD INCOME	\$22,505
% Increase	9.18
CONSUMER PRICE INDEX (% Increase)	9.62
CIVILIAN EMPLOYMENT (Thousands)	665.1
% Increase	10.49
HOUSING COST (Median Existing Detached)	\$72,300
% Increase	33.9
AVERAGE SDG&E BILL	\$34.00
FULL-SERVICE COST PER GALLON (Regular Unleaded)	\$.77
TRANSIT PASSENGERS (Millions)	42.0
AIR PASSENGERS (Millions)	6.2
LOCAL ROADWAY SYSTEM (Regionwide Miles)	5,691

1978 brought the most significant challenge to CPO's existence in the form of proposed state legislation.

State Senate Bill 1746 was proposed by Senator Jim Mills to transfer the planning responsibilities of CPO to the San Diego County Board of Supervisors. It would have placed the cities in an advisory capacity to the supervisors and eliminated the cities' voting power on regional issues.

CPO Directors representing the cities of the region voted unanimously to oppose the Mill's bill with only the County of San Diego voting in support of the measure.

Several days after the introduction of SB 1746, State Assemblyman Larry Kapiloff introduced bill AB 3698 which would have combined CPO with several agencies to form the San Diego Regional Planning and Transportation Agency.

By August, a concerted effort by the region's 14 cities headed off the two related bills. Both were withdrawn by their authors and placed in interim study, where they remained inactive.

Directors adopted the Areawide Water Quality Management Plan to help deal with the region's future water supply and quality requirements.

In the spring, Oceanside Mayor Paul Graham and La Mesa Councilman George Bailey were elected to the CPO posts of Chairman and Vice Chairman.

Responding to the financial dilemma faced by local jurisdictions as a result of Prop. 13, Directors voted in June to cut agency member assessments in half and bolster its Local Technical Assistance program to member agencies. Where possible, Directors authorized staff to provide planning services which might be eliminated from individual city and county projects due to Prop. 13 cutbacks.

By the fall of '78, staff reported to the Board that the agency had, under A-95 Clearinghouse Review authority, reviewed 161 grant applications during the past year which totaled nearly \$410 million in federal and state projects for the San Diego region.

The Board had adopted the Regional Energy Plan, the newest element of the RCP study. It contains local action programs such as solar use and home weatherization which individual jurisdictions can use at their discretion to minimize energy consumption.

The City of Escondido voted to withdraw from CPO late in the year, the only city member ever to relinquish its participation in the council of governments.





# 1979

## Nearshore oil leases blocked

*Local government's concerted opposition to offshore oil drilling paid off in 1979 when the U.S. Interior Dept. deleted 26 nearshore undersea tracts from a pending lease sale.*

1979 began with the Board adopting a 1995 regionwide population forecast figure of 2.47 million people. But within the same motion, Directors called for a study of possible local government policies to slow the growth rate, which the Board considered undesirable.

The study showed that dramatic housing and employment limitations could slow the region's growth rate, but at a tremendous cost to the local economy.

In March, the federal government yielded to regional public pressure and agreed to delete 26 nearshore undersea tracts from a pending oil and gas drilling lease sale off San Diego's coastline.

The state Air Resources Board unanimously approved the Regional Air Quality Strategy for meeting federal air standards, which was jointly prepared by CPO and the County Air Pollution Control District over a two-year period.

By summer, the Criminal Justice Evaluation Unit had reviewed the El Cajon Municipal Court experiment which let the lower court assume some of the functions of the Superior Court. The unit had found that the court consolidation was a time and money saver.

Directors were successful in requesting the California Transportation Commission to add three safety projects along a stretch of Highway 67 between Lakeside and Ramona, known as "slaughter alley".

Oceanside Mayor Paul Graham and La Mesa Councilman George Bailey were re-elected to CPO's Board officer posts.

By year's end, the Board voted to support construction of the fifth water supply pipeline and adopted a Regional Housing Allocation Formula. The water supply pipeline addition improves the region's capability to transmit and distribute water. The allocation formula assists each local jurisdiction in determining its "fair share" of providing for lower income housing opportunities.

Directors began discussions on how to save the Automated Regional Justice Information System (ARJIS), which used computer technology to assist law enforcement in the apprehension of criminals and the recovery of stolen property. The Board was attempting to coordinate efforts to fund the system.

The Board voted unanimously in December to urge the Federal Aviation Administration to approve a Group One terminal control area (TCA) for Lindbergh Field to enhance air safety because of the area's unique airspace management problems. A Group One TCA would require all aircraft operating within a designated airspace to carry transponders to transmit automatically identification and altitude information to the control tower.

### YEARLY STATISTICS

COUNTY POPULATION	1,769,000
% Increase	3.26
AVERAGE HOUSEHOLD INCOME	\$24,397
% Increase	8.41
CONSUMER PRICE INDEX	
(% Increase)	16.49
CIVILIAN EMPLOYMENT	
(Thousands)	706.2
% Increase	6.18
HOUSING COST	
(Median Existing Detached)	\$83,400
% Increase	15.4
AVERAGE SDG&E BILL	\$39.32
FULL-SERVICE COST PER GALLON	
(Regular Unleaded)	\$1.12
TRANSIT PASSENGERS	
(Millions)	41.3
AIR PASSENGERS	
(Millions)	6.5
LOCAL ROADWAY SYSTEM	
(Regionwide Miles)	5,970



# 1980

## CPO becomes SANDAG

*SANDAG began working with the U.S. Corps of Engineers in 1980 in an attempt to develop a regional solution to beach erosion problems, particularly along the North County coastline.*



The proposed second border crossing for Otay Mesa moved a step closer to reality in 1980 with project approval from the federal Office of Management and Budget. CPO, through its A-95 review process, had been actively involved with the crossing by coordinating local comments from both public and private organizations as well as state and federal agencies.

### YEARLY STATISTICS

COUNTY	
POPULATION . . . . .	1,850,500
% Increase . . . . .	4.61
AVERAGE HOUSEHOLD	
INCOME . . . . .	\$28,088
% Increase . . . . .	15.13
CONSUMER	
PRICE INDEX	
(% Increase) . . . . .	14.58
CIVILIAN	
EMPLOYMENT	
(Thousands) . . . . .	724.7
% Increase . . . . .	2.62
HOUSING COST	
(Median Existing	
Detached) . . . . .	\$90,000
% Increase . . . . .	7.9
AVERAGE	
SDG&E BILL . . . . .	\$48.72
FULL-SERVICE	
COST PER GALLON	
(Regular Unleaded) . . . . .	\$1.33
TRANSIT	
PASSENGERS	
(Millions) . . . . .	44.9
AIR PASSENGERS	
(Millions) . . . . .	5.0
LOCAL ROADWAY SYSTEM	
(Regionwide Miles) . . . . .	6,032

In February, the U.S. Interior Secretary again agreed to keep the region's 26 nearshore undersea oil drilling tracts out of the next round of offshore lease sale bids.

The Board adopted the regionwide Series V population forecast which projected 2.64 million people in the county by the year 2000.

In March, Directors adopted the Regional Outdoor Recreation Plan, which contains recreation goals and updates a list of proposed regional parks.

CPO Directors in April elected La Mesa Mayor Pro Tem George Bailey and Chula Vista Mayor Will Hyde as the agency's new Chairman and Vice Chairman.

In May, the agency hosted the National Association of Regional Councils 14th annual conference in San Diego with over 1,500 delegates representing councils of governments from throughout the nation.

By summer, the agency had become the first council of governments in the nation to negotiate a formal pact with the U.S. Department of Defense for review of military construction plans for this area.

Beach sand erosion along the region's coastline had worsened to the point that it had become a problem facing all coastal jurisdictions. Realizing this, the Board instructed staff to investigate the potential for conducting and funding a regional study to develop remedies for the sand erosion.

The first comprehensive land use plans depicting airport influence areas and projected noise levels were completed for Montgomery Airport near the I-805/I-163 intersection and for Brown Field on Otay Mesa.

In June, the County Board of Supervisors joined the City of Escondido by withdrawing its membership in the council of governments.

By the fall of '80, CPO was focusing its work efforts on planning and technical assistance to its member jurisdictions. Staff was helping evaluate planned public facilities such as fire stations, schools, parks, and libraries for various communities throughout the region.

Increasing highway funds, getting more people to ride on transit systems, and meeting federal clean air standards were the most pressing transportation issues which would be addressed in the update of the Regional Transportation Plan.

And the Board of Directors voted to change the name of the agency from the Comprehensive Planning Organization (CPO) to the San Diego Association of Governments (SANDAG). Directors felt the new name "better encompasses and describes the purposes of the agency, in that it is a voluntary one among general purpose governments."

Association Directors successfully coordinated funding efforts to save ARJIS. In December 1980, an independent ARJIS Joint Powers Agency was formed by agencies using the system, with SANDAG relinquishing its role in ARJIS operations.





# 1981

## Santee & Poway join

*The 1981 inauguration of the San Diego Trolley garnered national attention as a transit system which was planned, developed and operating on time and on budget with no federal assistance.*

1981 brought the region's two newest cities, Santee and Poway, into the Association of Governments forum.

Association Directors established an aviation element policy as part of the 1980 Regional Transportation Plan. It stated that Lindbergh Field would remain the region's commercial airport until or unless another commercial airport option was identified through a detailed study by the City of San Diego. Directors designated the City of San Diego to pursue any and all commercial airport options which would better meet future aviation travel demand, satisfy environmental quality objectives, and improve air safety.

Directors began using the agency's population forecasts as a warning signal to pinpoint proposed housing development projects which were inconsistent with the staging of local plans and policies as reflected in the forecasts. Approval of inconsistent development could pose serious economic and environmental problems for the particular area and the region as a whole.

The 1980 Census figures confirmed the growth rate which SANDAG had been forecasting since the early '70's.

Association Directors, under their A-95 Areawide Clearinghouse review authority, found that cutting a channel through Coronado's Silver Strand to provide a second San Diego Bay entrance was economically unfeasible and environmentally unacceptable.

In June, Directors re-elected La Mesa Mayor George Bailey as SANDAG Chairman, and elected El Cajon Councilwoman Harriet Stockwell as the Vice Chairwoman.

The Board, making it clear that the region should temper its water use, adopted a conservation plan calling for stricter management of the area's scarce water resources.

SANDAG joined its sister agency, the Southern California Association of Governments (SCAG), in the Hazardous Waste Management Project. The project attempted to locate suitable sites within the seven-county Southern California area for toxic waste treatment and transfer facilities as well as landfill disposal facilities. Both associations of governments stressed the need for greater public information about the waste sources and the difficult decisions which elected officials face in relieving the shortage of such hazardous waste facilities.

The Association published its full-color 1980 Generalized Land Use Map set which included land ownership and land cover maps.

1981 was the year the San Diego Trolley began its operation between downtown San Diego and the international border at San Ysidro. SANDAG maintains an agreement with the Metropolitan Transit Development Board to assist with various feasibility and planning studies for the Trolley.

And 1981 was the year Association Directors authorized the formation of the Military Housing Task Force to assist the U.S. Department of Defense and the Navy in formulating a plan of action to provide military housing, while ensuring compatible existing community development.

### YEARLY STATISTICS

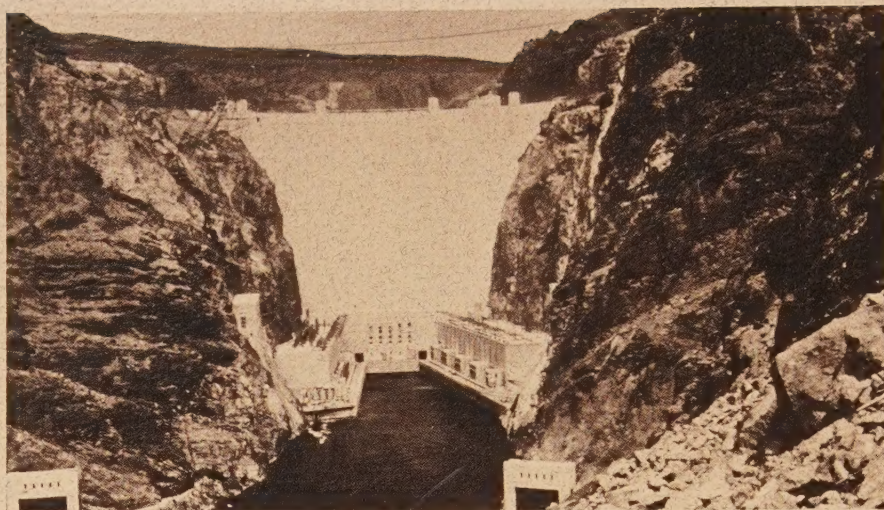
COUNTY POPULATION	1,895,200
% Increase	2.42
AVERAGE HOUSEHOLD INCOME	\$31,540
% Increase	12.29
CONSUMER PRICE INDEX	
(% Increase)	13.52
CIVILIAN EMPLOYMENT	
(Thousands)	734.4
% Increase	1.34
HOUSING COST	
(Median Existing Detached)	\$104,500
% Increase	16.1
AVERAGE SDG&E BILL	\$55.85
FULL-SERVICE COST PER GALLON	
(Regular Unleaded)	\$1.51
TRANSIT PASSENGERS	
(Millions)	42.5
AIR PASSENGERS	
(Millions)	5.1
LOCAL ROADWAY SYSTEM	
(Regionwide Miles)	6,090



# 1982

## SourcePoint incorporates

As the Association of Governments celebrated its tenth anniversary in 1982, SANDAG Directors were encouraging local governments to seek less expensive hydroelectric power from the Hoover Dam - a move which could save ratepayers millions of dollars each year.



### YEARLY STATISTICS

COUNTY POPULATION	1,924,700
% Increase	1.56
AVERAGE HOUSEHOLD INCOME	\$35,211
% Increase	11.64
CONSUMER PRICE INDEX (% Increase)	8.0
CIVILIAN EMPLOYMENT (Thousands)	745.8
% Increase	1.55
HOUSING COST (Median Existing Detached)	\$106,500
% Increase	1.9
AVERAGE SDG&E BILL	\$63.40
FULL-SERVICE COST PER GALLON (Regular Unleaded)	\$1.46
TRANSIT PASSENGERS (Millions)	38.3
AIR PASSENGERS (Millions)	5.3
LOCAL ROADWAY SYSTEM (Regionwide Miles)	6,190

As the Association's tenth anniversary approached, 1982 brought a member back to the Board.

Escondido Council members voted unanimously to rejoin SANDAG, again making every city in the county a member of the Association.

The most comprehensive beach erosion study in the nation began along the region's coastal area from Dana Point in Orange County south to the international border with Mexico. SANDAG is helping to coordinate the study, which is being conducted by the U.S. Army Corp of Engineers to determine the cause of beach erosion and to provide regionwide, long-range solutions.

After more than a decade of planning, the Second Border Crossing on Otay Mesa was set for construction in early 1983. SANDAG assisted in obtaining \$2 million in state funds for the crossing's access roadway also scheduled for construction during 1983.

The Association began looking into the feasibility of obtaining an allocation of low-cost hydroelectric power for the region's cities from the Hoover Dam.

Directors approved the formation of SourcePoint, a nonprofit corporation chartered to provide statistical and demographic data and technical assistance to public and private organizations on a cost-recovery basis. SourcePoint's revenues would be used to bridge an anticipated revenue gap in SANDAG's FY82-83 budget, which would be needed to maintain vital planning and technical data bases used by member agencies.

El Cajon Councilwoman Harriet Stockwell was elected SANDAG Chairwoman and National City Vice Mayor Jess Van Deventer was elected Vice Chairman.

By the end of summer, the Association's Military Housing Task Force had identified various land parcels throughout the region as potential sites for military family housing.

The U.S. Department of Defense became a liaison member on the SANDAG Board of Directors.

And Directors again went on record restating their policy in opposition to a commercial airport within the Camp Pendleton military reservation.

*The San Diego Association of Governments continues to evolve today. The cooperation and planning during the last ten years among local governments member jurisdictions have resulted in development of the region's single best resource center for planning information, demographic and economic statistics, and professional expertise.*





Fiscal Year	Program Budgets	Member Assessments	Assessment % of Budgets	Number Staff
FY72-73 <sup>(1)</sup>	\$1,416,948	\$544,015	38%	44
FY73-74	\$1,907,210	\$372,859	20%	58
FY74-75	\$2,453,226	\$400,901	16%	64
FY75-76	\$3,741,059	\$394,474	11%	61
FY76-77	\$3,387,911	\$368,349	11%	60
FY77-78	\$3,600,018	\$364,702	10%	61
FY78-79	\$3,935,636	\$179,113 <sup>(2)</sup>	5%	61
FY79-80	\$4,098,306	\$337,834	8%	58
FY80-81	\$3,665,235	\$265,168	7%	58
FY81-82	\$2,853,341	\$264,938	9%	50
FY82-83	\$3,025,247	\$264,341	9%	48

# 1972 Thru 1983

## PROGRAM BUDGETS

(1) FY73 was nine month period only.  
 (2) FY79 adopted assessment was \$358,227.  
 It was reduced by 50% in response to Prop 13.

## BOARD OF DIRECTORS HONOR ROLL

<b>CARLSBAD</b> Robert Frazee Anthony Skotnicki Ronald Packard Mary Casler	1972 - present 1972-78 1978-80 1980-82 1982 - present	<b>ESCONDIDO</b> Kenneth Roberts Lorraine Boyce Art Danell Ernie Cowan	1972-78 & 1982 - present 1972-74 1974-78 1978 1982 - present	<b>POWAY</b> Robert Emery	1981 - present 1981 - present
<b>CHULA VISTA</b> Jim Hobel Lauren Egdahl Will Hyde Greg Cox	1972 - present 1972-78 1978-79 1979-82 1982 - present	<b>IMPERIAL BEACH</b> Leebert Stites Henry McCarty Elvin Ogle Hazel Bailey Brian Bilbray	1972 - present 1972-74 1974-76 1976-78 1978-80 1980 - present	<b>SAN DIEGO</b> Pete Wilson Larry Stirling Lucy Killea Susan Golding	1972 - present 1972-78 1978-80 1980-82 1982 - present
<b>CORONADO</b> Rolland McNeely Ben Cohen Pat Callahan Lewis Hardy Robert Odiorne Lois Ewen	1972 - present 1972-74 1974-76 1976-79/80 1979-80 1980-82 1982 - present	<b>LA MESA</b> George Bailey J.R. Helland Paul Fordem George Bailey	1972 - present 1972-73 1973-75 1975-78 1978 - present	<b>SAN DIEGO COUNTY</b> Richard Brown Roger Hedgecock Paul Eckert	1973 - 1980 1973-77 1977-80 1980
<b>DEL MAR</b> Richard Rypinski Hervey Sweetwood Lou Terrell	1972 - present 1972-79 1979-80 1980 - present	<b>LEMON GROVE</b> Dale Bailey Jack Doherty Lois Heiserman	1978 - present 1978-80 1980-82 1982 - present	<b>SAN MARCOS</b> William Shubin Robert Harman F. Corky Smith Lionel Burton	1972 - present 1972-76 1976-80 1980-82 1982 - present
<b>EL CAJON</b> Richard Brown James Snapp Howard Pierce Merrill Groat Harriet Stockwell	1972 - present 1972-73 1973-74 1974-78 1978-80 1980 - present	<b>NATIONAL CITY</b> Luther Joe Reid Jess Van Deventer	1972 - present 1972-78 1978 - present	<b>SANTEE</b> Roy Woodward	1981 - present 1981 - present
		<b>OCEANSIDE</b> William Bell Paul Graham Lawrence Bagley	1972 - present 1972-78 1978-80 1980 - present	<b>VISTA</b> Orbee Mihalek Frank Meyer Orbee Mihalek Bernard Rappaport Mike Flick Gloria McClellan	1972 - present 1972-74 1974-76 1976-78 1978-80 1980-82 1982 - present



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